

CLASSIFICATION <u>CONFIDENTIAL</u>			
COUNTRY <u>Hungary</u>	REPORT		
TOPIC <u>Information on the Railroad Construction Enterprise in Celldombólk</u>			
		638733	
EVALUATION	PLACE OBTAINED		
DATE OF CONTENT			
DATE OBTAINED	DATE PREPARED 6 July 1954		
REFERENCES			
PAGES 2	ENCLOSURES (NUMBER TYPE)		25X1
REMARKS			
This is UNEVALUATED			

1. The MAV railroad construction enterprise at Celldombólk was subordinate to the Hungarian Ministry of Traffic. Pál Szucs was an engineer of the enterprise and Győző Horváth was chief of the planning department.

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2. The headquarters of the railroad construction enterprise was located in a building about 300 meters distant from the main square of Celldombólk on the road leading to Szombathely. The headquarters consisted of a technical department, a personnel department, and a finance department. The enterprise in Celldombólk employed about 220 men; another 1,300 men were employed at various construction sites. The firm was equipped with all tools required for railroad construction work.

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3. In 1953, the railroad construction enterprise was charged with the mission of maintaining railroad lines and carrying out the construction of new lines. The firm covered the area between the Danube River and the western border of Hungary (Dunántul). Construction projects which were known in 1953 included:

- a. The construction of sidings and loading ramps at Komló railroad station, and enlargement of the station building. The total cost of the project was estimated at 4,400,000 Forint, of which 2,400,000 had been spent by 31 October 1953.
- b. Enlargement of the Székesfehérvár railroad station at an estimated cost of 3,300,000 forint, of which 2,400,000 had been spent by 31 October 1953.
- c. Construction of a railroad line between Reteszilas and Komló at an estimated cost of 4,800,000 forint of which 1,500,000 had been spent by 31 October 1953.
- d. Enlargement of the Dudar railroad station at an estimated cost:

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of 1,400,000 forint, of which 400,000 had been spent by 31 October 1953.

- e. Reconstruction and enlargement of Győr railroad station.
- f. Construction of passing sidings for oil trains at Zalaegerszeg railroad station.

In 1953, contracts for railroad construction work totaling 60,500,000.- forint had been placed with the railroad construction enterprise at Gellőcsanak. Of this sum, 33,000,000.- forint had been spent by 31 October 1953.

Comment. It is believed that the railroad construction enterprise at Gellőcsanak is under the administration of the Hungarian State Railways (HÁV). The statement that the construction enterprise in Gellőcsanak is charged with the railroad construction projects in Western Hungary appears credible. In detail, the projects mentioned in the present report are commented upon as follows:

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Komló is the terminal of a secondary line branching off from the Budapest - Dombóvár - Isztöcsing railroad line at Bakoca-Godisa.

Székesfehérvár is an important railroad junction. The station was probably enlarged with a view to increase the carrying capacity of the line. A large locomotive repair shop is located at the town. The construction work reported from Székesfehérvár may also be connected with this installation. The construction of a railroad line from Komló to Bataszék appears doubtful. It is believed that Komló was to be connected either to the Dombóvár - Bataszék line or to the Pécs - Bataszék line.

Győr is located on the Vienna - Hegyeshalom - Budapest railroad line. The railroad line to Lake Balaton also passes through Győr. Zalaegerszeg is located in the mineral oil district west of Lake Balaton.

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